

**Q** *What is the Burke Gilman Trail Redevelopment Project?*

**A** *The Burke Gilman Trail Redevelopment Project began in 2004 with a study led by the landscape architecture firm Atelier. This study evaluated approximately two miles of the Burke Gilman Trail through Lake Forest Park from NE 145th Street to Log Boom Park, and includes recommendations for how the trail can be redesigned and rebuilt to provide for the safety of all users, as well as adjoining homeowners. The trail design process, which is being led by landscape architecture firm, MacLeod Reckord, will take place throughout 2006-2007.*

**Q** *How is the project funded?*

**A** *King County is responsible for the Burke Gilman trail, including construction ongoing improvements, and maintenance. Most of the funding for project design comes through the County's annual budget for parks and trails. There also may be grant funding available for construction of this very important—and highly popular—regional amenity.*

**Q** *What stage of development is the project at?*

**A** *In June, MacLeod Reckord began developing a final design, which includes details such as identifying construction materials, the location of specific elements like retaining walls and light standards, and detailed intersection plans. This phase will run for approximately four months. It will be followed by the development of construction documents, then bidding from contractors and then construction.*

**Q** *How long will construction last?*

**A** *Construction of the trail improvements will last for approximately six months. Construction will begin as soon as the permitting process is complete. King County's goal is for construction to take place in 2007-2008.*

**Q** *Will the trail be closed during construction of the project?*

**A** *The goal is to provide safe alternative detour routes around construction areas. The trail will be closed at locations where there are no safe alternatives. Advanced notice and signage will be provided.*

*Construction will be in compliance with all noise ordinances and will be*

*accomplished between the hours 8 a.m. and 6 p.m. Monday thru Friday.*

**Q** *Is the trail width going to change?*

**A** *The trail width will increase to twelve feet. The width was determined to be the best width for a multi-use trail of this volume because it allows people to walk in pairs or ride two abreast. There will be a three-foot shoulder on the east side of the trail and another foot-wide shoulder will be built on the trail's west side. An additional foot at the outer edge of either shoulder is required to stabilize the trail's edges. The shoulders will be soft-surface, made of stabilized crushed rock, which will be universally accessible to pedestrians, wheelchair users and strollers. The purpose of the shoulder is to provide a walking surface and refuge area for pedestrians and other users to move out of the way of cyclists. The design addresses concerns and issues from both property owners and CAG members.*

**Q** *Will the NE 165<sup>th</sup> intersection change?*

**A** *Motorists will be asked to yield to trail users. Bicyclists will yield to crossing pedestrians.*

**Q** *What direction will stop or yield signs face?*

**A** *The best practice traffic engineering standards state that the right of way is assigned to the direction of travel or leg of the intersection with the most traffic volume, and the trail has the preponderance of traffic volume. The Atelier Report recommended that trail stop signs at driveways be removed; again, this is consistent with best practice traffic engineering standards and MacLeod Reckord is following these standards.*

*Cars will be required to yield at all trail crossings, except the intersections of 170th and Ballinger Way. This is also consistent with state law regarding crossings and crosswalks. The design includes a number of "alerts" for both cyclists and motorists that they are approaching a trail crossing, including signage, pavement markings, distinctive surfacing through the crossing, and tactile warning strips across the trail.*

**Q** *If trail users have the right-of-way, who will be liable if an accident were to occur?*

**A** *We assume liability would be determined on a case-by-case basis. If motorists and trail users obey directions and signing, accidents should be held to a minimum.*

**Q** *Are designers making changes that will help to slow down speeding cyclists?*

**A** *Designers are designing safe sight distances, which enable cyclists to see where they are going and to be able to respond earlier if there are slower users up ahead on the*

*trail. Improved sight distances will, on the whole, make the trail a safer experience for everyone. King County Parks will also work with the community and all trail users to educate them on safe trail use, in particular speed regulations on mixed-use trails.*

**Q** *Is there going to be a speed limit?*

**A** *it has not yet been determined if there will be a speed limit.*

**Q** *Will there be enforcement to control speeding trail users?*

**A** *King County is sponsoring a trail ambassador program, which will be implemented over the summer. The goal of the program is for several hundred volunteers to educate users on trail safety and provide a presence on the trail. This program is in response to the public's desire for enforcement along the trail.*

**Q** *What will happen to driveways on the east side of the trail?*

**A** *The County will maintain access to all properties. Cyclists will be notified of the driveways with special pavement markings and signage.*

**Q** *Will the bridges be improved?*

**A** *There are two bridges in this section of the trail. The southern bridge will be enhanced; the northern bridge over Lyon Creek is narrow and old, and will be replaced.*

**Q** *What will happen to the trees, vegetation and fencing in the right-of-way?*

**A** *The overarching goal will be to remove only what is necessary in order to make the trail improvements. Some fences will be replaced in-kind where they do not conflict with the trail alignment or sight distance triangles. The additional trail width will be achieved by removing some fences and vegetation and adding retaining walls where necessary. MacLeod Reckord will assess the vegetation and trees that need to be removed during construction, and will determine if and how to replace them in accordance with county policy.*

**Q** *What about trees and vegetation in sensitive areas?*

**A** *Restoration/enhancement planting will be provided in impacted sensitive areas and buffers.*

**Q** *What are designers doing to protect trailside homeowners' privacy?*

**A** *Privacy concerns will be taken into consideration when new vegetation is planted. Where consistent with design and where it does not impact safety, vegetative screening is part of the redevelopment plan.*

**Q** *What are designers doing to mitigate trailside homeowners view?*

**A** *In order to widen the trail, some trees may need to be removed. Views will be taken into consideration when new vegetation is planted.*

**Q** *How will sightlines be enhanced?*

**A** *Chicanes (short, sharp curves in the trail), identified vegetation and fences will be removed at intersections to improve sight distances. Further, the trail will be widened to enhance sightlines.*

**Q** *Is light pollution going to be reduced in neighborhoods?*

**A** *New light fixtures will be installed along the trail only at crossings. These fixtures will be mounted on low 12-14 foot poles and will be designed to focus the light downward and reduce light pollution into the neighborhoods.*

**Q** *Are motorized vehicles going to be prevented from driving on the trail?*

**A** *Trail impediments will be placed at intersections.*

**Q** *Will there be a yellow stripe down the center of the trail?*

**A** *It has not yet been determined if there will be a yellow stripe delineating the center of the trail except at crossing approaches. There are many sample yellow stripes on trails that have not worked.*

**Q** *What is the County doing to address soil erosion and drainage issues?*

**A** *The trail design will improve drainage by cleaning culverts and replacing or resizing them where necessary, cleaning and improving drainage swales, and providing slope stabilization and/or catchment walls where necessary to limit sloughing on the trail.*

**Q** *Will the trail be maintained in the future?*

**A** *The trail will be regularly maintained following construction in 2007. Further, measures will be taken to reduce unnecessary maintenance of trail. For example, root barriers will be placed under the pavement to prevent roots from damaging the trail surfaces.*

**Q** *How do public comments affect the final design?*

**A** *Public comments have been addressed throughout the project. Comments will continue to be taken into consideration for the final design of the trail.*